

SEATTLE BIKEABILITY TOUR REPORT: NORTHWEST SEATTLE

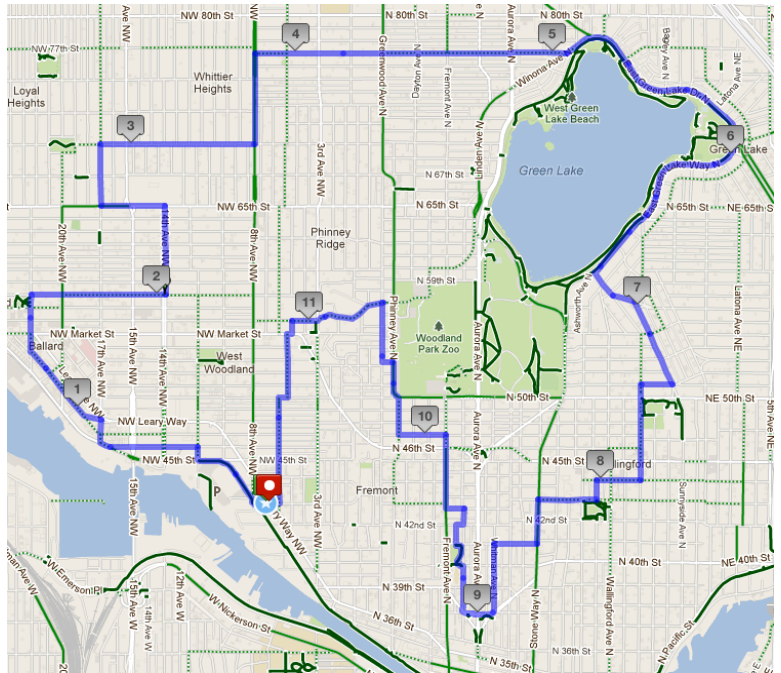
Bikeability Tour Date: November 3, 2012

Purpose: To identify challenges and opportunities for better bicycling in North West Seattle, including what could be done to improve safety, connectivity, and comfort for bicycle riders of all ages and abilities.

Attendees: See Attachment A

General Recommendations

- Improve crossings at main arterials, such as at 3rd, 8th, 15th, and 24th Ave NW, using treatments that facilitate walk/bike to school routes.
- Improve connectivity: add east-west routes and protected north-south facilities; ascertain continuity of bike lanes through intersections; create safe exits for cyclists at the termini of bike facilities.
- Improve pavement conditions on regularly used bike routes. Debris and cracks that parallel the direction of travel are particularly hazardous. Improve marking of utility hole covers.
- Increase quantity and visibility of secure bike parking, particularly in business districts.
- Provide bicycle priority signals at busy intersections, especially those with a high demand for bicycle left turns, and install more detection loops and green bike boxes. Improve road-side access to signal buttons.
- Install improved and standardized signage for bicycle wayfinding to trails, greenways, and destinations.



Specific Recommendations

Area: Leary Way/Leary Way & N 43rd St/Leary Way & 3rd Ave NW

Observations:

- Leary Way is an east-west corridor that has high traffic volumes at high speed with few safe crossings for non-vehicular users.
- Intersection at NW 43rd St has been recently improved with a sidewalk bulb and pedestrian signal that is well used by cyclists crossing Leary to travel between the Burke-Gilman and 6th Ave NW, an alternate to the bike lanes on 8th Ave NW. Only turns onto Leary are permitted from 43rd: cars traveling from the direction of the Burke may turn left and right; cars traveling from 6th may only turn right. 43rd between Leary and 6th is additionally a one-way street feeding into Leary. Cyclists traveling towards the Burke on 43rd cross with the pedestrian signal, but are unable to see when the light turns yellow or red for cross traffic on Leary.

Specific recommendations:

- Add bicycle specific signage and lighting at the intersection of 43rd to facilitate lawful and safe use of the intersection.



Area: 3rd Ave NW/Intersection of 3rd Ave and Leary

Observations:

- 3rd Ave is a route used by cyclists, but has relatively high traffic volume and does not have signage or provide a signaled crossing at Leary.
- The intersection at 3rd and Leary is not signalized, leading many cyclists to backtrack on the sidewalk to the intersection at 39th.

Specific recommendations:

- Add signage and paint on 3rd to alert motorists to the presence of cyclists.
- Consider a half signal (or am I right in thinking that Seattle doesn't make these anymore?) to facilitate cyclist crossing of the intersection.



Area: Ballard Bridge

Observations:

- Unacceptable conditions for non-vehicular transportation; sidewalk too narrow; limited barrier to traffic; poor lighting

Specific recommendations:

- Widen sidewalk, add a separate ped/bike bridge, designate one lane on bridge to ped/bike traffic

Area: *Missing Link*

Observations:

- Traffic volumes are too high and too fast for safe cycling.
- Pavement conditions are bad on the road and shoulder.
- Train tracks are treacherous, though the existing paint treatment is helpful.
- The intersection of NW 45th St, NW 46th St, and Shilshole is challenging.
- NW Leary Way and 17th Ave NW: This marks the beginning boundary of the Ballard business district, but westbound travelers have few options for crossing Leary safely to reach areas on either side.



Specific Recommendations:

- Install effective, intuitive where the Burke Gilman Trail ends to safely direct cyclists through the Missing Link.
- Pave shoulders on Shilshole.
- Increase signage along driveways and intersections along the route to alert motorists to the presence of cyclists.
- In the interim until the Missing Link is built, consider signing NW 46th as a route with better traffic and paving conditions when compared to NW 45th St.
- Signalize a crossing at 17th Ave NW. This marks the beginning boundary of the Ballard business district, but westbound travelers have few options for crossing Leary safely to reach areas on either side.

Area: *Intersection of 24th Ave NW and Market*

Observations:

- Southbound bike lane ends in a right hand turn only lane. Cyclists are challenged to cross the intersection safely.
- Northbound cyclists traveling from Shilshole are faced with an uphill curve into the intersection, limiting visibility and ability to negotiate vehicular traffic.
- Pavement conditions are generally poor.

Specific Recommendations:

- Improve pavement conditions, especially on the shoulder.
- A bike box for northbound traffic on Shilshole would improve safety for cyclists, allowing them to start more quickly at the green as well as be seen by vehicles.



Area: NW 14th Ave

Observations:

- Pavement is in terrible shape, but the road holds promise as a north/south route through Ballard.
- New infrastructure along 14th Ave NW could facilitate travel through the area that would otherwise be served by the Missing Link.

Specific Recommendations:

- Amplify the impact of the 14th Ave Park between NW 59th St and NW 61st St by improving road conditions along 14th Ave NW as well as at critical arterial crossings.



Area: 8th Ave NW

Observations:

- Traffic volumes and speed are too high for safe cycling.
- Many ragged joints on the ride side of the lane northbound.

Specific Recommendations:

- Provided a protected buffer lane for cyclists; removing parking.

Area: 6th Ave NW

Observations:

- 6th Ave NW is already great route, with only minor help needed at intersections at NW 65th St and at Leary.

Specific Recommendations:

- Install stop signs on perpendicular streets, increase high-quality signage.

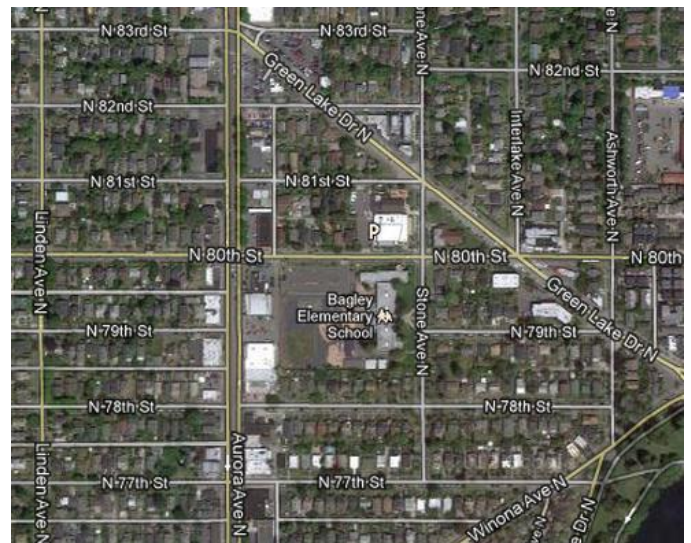
Area: NW 77th St and NW 83rd St (east-west Aurora Ave crossing)

Observations:

- NW 77th St is too steep for “eight to eighty” westbound travel. NW 83rd St is a preferable route, except for challenging intersections at 15th Ave NW and at Aurora.

Specific Recommendations:

- Create greenways for east/west connections on both streets; improve crossings with main arterials (8th Ave NW, Greenwood Ave, Aurora).



Area: Ravenna Blvd/Green Lake Way/NE 71st St intersection

Observations:

- Confusing intersection for all users: the intersection is vast and right-of-way is often unclear.
- Location of bike lane switches from one side of the intersection to the other.

Specific Recommendations:

- Redesign intersection to safely serve pedestrian and bike traffic and clearly communicate to all users.



Area: Stone Way/Green Lake Way/N 50th St

Observations:

- Lack of Northbound left-hand turning lane makes it difficult for bikes to get over and cross under Aurora on N 50th St.
- Location of bike lane switches from one side of the intersection to the other.

Specific Recommendations:

- Add a south-bound bike lane on Stone Way after intersection.
- Add a bike box on Stone to allow cyclist left-hand turns. Lower speeds on Green Lake Way. Protect existing bike lane.



Area: Stone Way/N 43rd St – Wallingford Greenway

Observations:

- Traffic volumes are too high for safe cycling.
- Neighborhood greenway refuge island isn't big enough for motorists to identify.

Specific Recommendations:

- Enlarge island, add signage. Disallow motorist turns across Stone Way through the island. Sign crossing with yellow/green ped/bike sign at trail or cue flashing light to respond to cyclist approach from N 43rd St.
- Install outward-facing stop signs and additional traffic calming along the Wallingford Greenway.



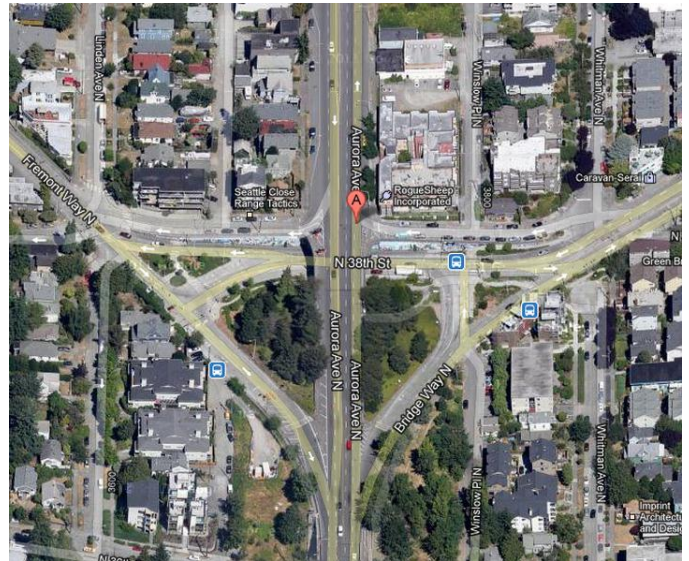
Area: Aurora/99 & Bridge Way Crossing

Observations:

- Very few east-west crossing opportunities over Aurora Ave; none of the current options are safe for cyclists.
- New bus lane markings make it difficult for cyclists to know where to go.
- Traffic volumes are too high for safe cycling on roadway; sidewalk is narrow, dark and difficult to navigate.

Specific Recommendations:

- Widen sidewalk for cyclists or provide protected bicycle lane on Bridge Way.



Area: Fremont Ave/Linden Ave

Observations:

- Traffic speed and volumes on Fremont are too high for safe cycling. Linden Ave is more bike-friendly than Fremont, but high-speed traffic exiting Aurora poses a threat.

Specific Recommendations:

- Redesign to facilitate north-bound left hand turns from Fremont onto Phinney. Add traffic calming treatments on Linden to handle Aurora traffic.



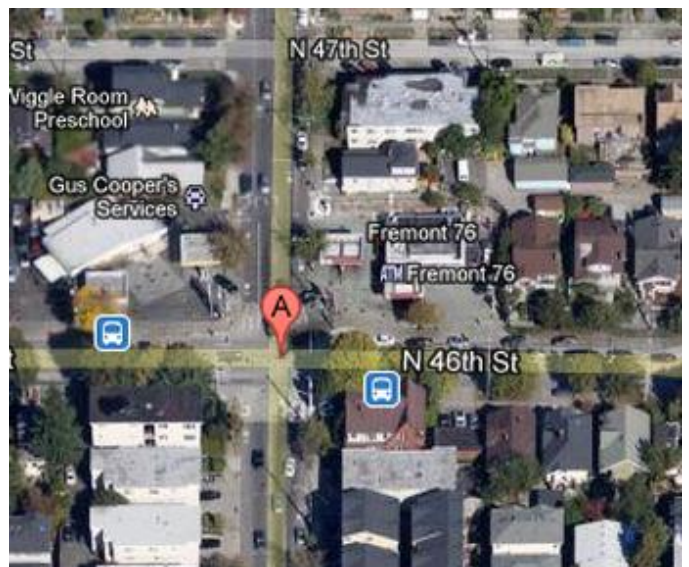
Area: Fremont Ave & N 46th St Crossing

Observations:

- Cyclists traveling north or south bound on Fremont Ave and forced to merge with cars at intersection.

Specific Recommendations:

- Remove parking on east side of Fremont Ave, allowing for more space for cars turning right.
- Install bike box and bike lane through intersection; clearly showing where cars and cyclists should be.



Area: Fremont Box & N 34th St

Observations:

- Cyclists traveling west from the box on N 34th are in competition/effectively merging into a single lane with motorists also continuing straight.

Specific Recommendations:

- Recommendations: install signage that clearly indicates ROW (e.g. a yield to bikes sign)



Attachment A

Attendees:

- Jessica Szelag, Seattle Bicycle Advisory Board (SBAB)
- Cecilia Roussel, SBAB
- Neal Komedal, SBAB
- Jean White, SBAB
- Robin Randels, Cascade Bicycle Club
- Tarrell Wright, Cascade Bicycle Club
- Mike Kelly, Cascade Ride Leader
- Bill Thorness, Cascade Ride Leader
- Eric Brusse, Cascade Ride Leader
- Jennifer Litowski, Ballard Greenways
- Chris Slaeoba, Ballard Greenways
- Kevin O'Neill, Seattle Department of Transportation
- Jay Beechwood
- Jen Blumberg
- Mark Brandy
- Madeleine (and Brandt and Rijder) Carlson
- Ed Cicotte
- Mary Davis
- Mark Davison
- Jeff Eustis
- Davidya Kasperzyk
- Shannon Koller
- Clint Loper
- Erin Smith
- Lurline Sweet
- Howard Turner
- Sally Turner
- Beverly Wessel
- Kyle Zeller